

SAIGON BASE
MONTHLY REPORT
FEBRUARY 1969

I. GENERAL

1. The month of February when reviewed with an unemotional approach to problems such as sub-standard housing at exorbitant prices, police harassment, continual exposure to newspaper propaganda of VC capabilities, increased terrorist activities, 122mm rockets and the tension created by waiting for the expected ground offensive against Saigon and other major cities in Vietnam, was just like any other dull month in Vietnam.

2. Flying time was the lowest since 1965. The short month, TET holidays and general reduction in customer activity resulted in 6469 hours flying which was only 87% of our forecast. It is generally expected there will be considerable changes in overall activity during the next few months. Both customers have gone on a five and half day week for their management personnel. This should reduce Sunday flying to a minimum; however, there is no apparent effect at this time.

3. Our new contingency plan was exercised for the first time on 26 Feb 69 when Tan Son Nhut was placed on a red alert. All Vietnamese were denied to 1500L. Our afternoon shift assembled in the designated assembly area (about 2 km from the main entrance gate) and awaited further instructions. We obtained authority to shuttle our employees to the AAM area in company transportation with minimum loss of manhours. As a matter of interest, AAM is the only company with an assembly area designated by an appropriate sign to cover such contingencies as VC activity, security restrictions, strikes etc.. In this way we can maintain control over employees and reduce the total loss of manhours when various contingencies occur whereas the employees of other companies return to their homes to "try again tomorrow."

II. FACILITIES DEVELOPMENT

1. The TET holidays coupled with the VC activities between Saigon and Bien Hoa have slowed down the progress of the West Ramp surfacing. The contractor was unable to get to his quarry for crush rock because of the VC. Other projects are moving towards completion with usual number of problems, i.e. Personnel Office completed except for lighting which have been ordered from Japan. Supply was unable to obtain satisfactory fixtures in SEA, HKG or Taiwan.

III. FISCAL

1. Move to larger quarters is being held up by lack of lighting in new PND Office. Personnel continues to be a problem with the Vietnamese Government drafting present employees and refusing to grant visa to TCN personnel. This has resulted in extra heavy work loads for remaining employees thereby decreasing efficiency and accuracy.

Piaster payroll -	7,693,736 = \$65,201.15
" " -	2,855,880 = 24,202.37
" " - American	1,366,791 = 15,829.75
Total Piaster Expenditure	19,669,626 = 166,691.75

IV. FLYING (See 204B report on page 10)

1. With the prospect of TET occurring during the month, low flight time and long periods of stand-by at the airport was forecast. The forecasted activities prevailed throughout the month. The only bright spot was "Charlies" activities did not reach the expected proportions, though we did suffer a loss of an aircraft at the hands of the VC.

2. On 22 February while landing at Tra-Vinh (V52) the landing gear of N137L folded. This necessitated change of both engines and propellers. This was done on 24 February. During the night of 24 February the aircraft was destroyed. In the charred wreckage we found the tail pipe of a Chinese B-40 rocket.

3. DFD concluded his visit in SVN with visits to Nha Trang and Da Nang. During the course of his visit at Da Nang, he was confronted with the persistent obstacle to our operation; communication with Da Nang RAPCON. Captain Stallman made a station visit at Da Nang for the purpose of eke-ing out the reason for our lack of communications with RAPCON. Basically his findings were our lack of UHF communication equipment and transponder equipment installed on our aircraft. This point will be reiterated later on in this report. All in all DFD visit was most constructive and his counsel was most appreciated. We would like to see him more often.

4. A joint meeting consisting of BM, ABM, MSAFE, MTS, MFD and all AMF's was conducted to study our method of operation in I Corps Area and to make recommendations to the President for safer operations. Though we have suffered many losses in the I Corps Area the recommendations made by the counsel were directed toward all areas in SVN. Basically the recommendations were: install transponder, UHF, and TACAN equipment in all aircraft; accept the VFR restrictions outlined in ICAO regulations; emphasize safety and professionalism in pilot's meetings; implement a safety award incentive program.

5. On 11 February Air America, Inc. was represented at a briefing of the 1st Air Brigade at Long Binh by BM, ABM, DSAFE, MSAFE and MFD. Purpose was to acquaint Air America with the operation of the air arm of the US Army. We were the guests of Major General John Williams, Commander of the First Air Brigade. This is indicative of closer liaison of all Units operating in the airspace of SVN which should effect a greater mutual understanding of problems encountered.

6. On 28 February the MFD made a station visit to Bien Hoa with the CORDS Assistant for Air Operation for III Corps area, Mr. Bill Cain. During the course of the visit, a trip ensued to Cong Be. This airstrip had been closed by the MFD due to uncontrolled pedestrian and vehicular traffic on and around the strip. A meeting with the US Military, CORDS Province Representative, and MACV Advisory personnel was convened to determine a course of action to control hazardous traffic. A joint effort towards positive control of the field was assured and the MFD re-opened the field. Capt Ackley transferred to VTE departing 13 Feb. Captain Waller arrived 22 February and assumed duties AMF for VTB and DHC-4. Captain McCarthy is welcomed to the staff as A/AMF for H-395.

7. The month closed out with MF/RW's return. Both are to be commended for jobs well done.

8. Beechcraft - Total flight time for the month was 971 hours, a drop of 706 hours over Jan. 69 and 129 hours under programmed flight time.

We have seven aircraft on contract. At the present time it appears that we are about nine pilots over in the Beech Program at the present.

The flight time programmed for March is around 1400 hours approximately 300 hours over the present month.

Safety is one of the thoughts foremost in our minds these days. The pilots are beginning to talk safety, hoping this will help toward making a better safety record.

9. Total C-46 time for the month dropped 179 hours. Most of this was due to the Tet holidays plus the lack of Customer cargo to be moved.

Average time per captain was 55 hours while the average for first officers was 60 hours.

The lack of flying has caused the usual drop in morale. With inactivity we can expect some incidents as the old saying goes: "Idle hands are the devil's workshop". The flying should pick up a bit in March. Should the program continue to slump some resignations may be forthcoming.

10. The C-47 dropped 262 hours from the previous month. The customer dropped two bailed aircraft from the contract plus the loss of 949 cut the number of contract aircraft to five. Since the bailment contract precluded the use of 083 and 994 on a daily call basis, the flying time dropped drastically.

It would appear that the customer was a bit premature in dropping the two aircraft as he is now trying to get one back on contract and the other on a daily call basis.

If these two aircraft are put back on contract the time should build back up a reasonable amount.

Morale is fair but inactivity is a dangerous and trying thing and if the situation continues as is there will be resignations forthcoming. Unfortunately the ones that resign are usually the people you would most like to keep.

11. The DHC-4 program continues to be slow and unpredictable. Captains averaged 59 hours with only one reaching the 70 hour mark. First officers flew an average of 53 hours.

12. The Helio program flew 870 hours this month slightly over the 810 hours that were estimated. The time was flown by 15 pilots were on station throughout the month. One pilot flew 77 hours and one flew 70; the others were close to the average of 58 hours. One pilot Capt D.E. Morris was grounded after 13 hours and is waiting release to flight duty from Taipei. Capt McCarthy flew only 28 hours before assuming duties as AMF/Helio on 24

Proficiency and route check are up to date and all pilots are current in ground school.

March should prove to be a better month time wise with 1148 hours estimated.

13. Fleet time for PC6s during February was 1663 hours, even lower than January's total of 1711. The drop-off (both January and February) can be attributed primarily to lesser requirements for the aircraft by the customer. In February an additional reason for low time was the lack of two aircraft (which were non-available due to maintenance repair) and the fact that February was a short month, which included the Tet holidays.

14. It is anticipated that March will be a better month flight-time-wise, with an AMF estimate of 1800 hours. Should this evolve, our present manning level of 28 pilots will still be two pilots over. Should there be a return to 1900-2000 hours a month the program will be appropriately manned.

15. A great stress has been placed on safe operating procedures, to include the re-emphasizing of adequate consideration being given to the conduct of flights under VFR outside controlled airspace. Two pilots meetings were held in Feb. during which extensive discussion was conducted on the above subject. The pilots were infact knowledgeable concerning the "Rules and Reg's" but a re-emphasizing of the company's goal and intent in this operation was definitely required. It is believed a safer, better aligned operation will result.

16. OPS 815's and "SAFETY COMMENT" forms have been re-explained to the pilots and timely submission of same has been encouraged.

There has been some reluctance to engage heartily in this program inasmuch as previous requests and suggestions submitted have gone without response.

During February a balanced leave program for 1969 was firmed up and submitted, and the outlook shows no catastrophies.

17. Projected VTB flight time was 735 hours. Actual aircraft time was 690:07 hours. All pilots finished the month with less than 70 hours. The captains averaged 46 hours and first officers 37 hours. It may appear that the program is over manned; however, this is not the case because of the many standby requirements at Saigon and outstations.

Morale could be much improved if a suitable facility could be provided for night standby at the airport in Saigon. See additional FLYING at the 10th page of the report.

V. OPERATIONS

Due to our previous inaccurate flight time forecasts we continued to struggle thru February in search for a formula to enable us to foresee what the future flying hours would be. We are preparing a daily performance chart of our aircraft similar to the one done at Taipei. With this we

can see how our forecast compares on a daily basis.

Work on the new FIC progressed slower than expected and it will probably be sometime in April before Operations can expand to what in presently FIC.

1. Our Ramp Coordinators have been keeping the duty OM timely advised of any ramp problems even though the walkie talkie radios continue to be under repair most of the time. The Ramp Coordinators submit to A/SCM a daily delay report. This report still lacks refinement but should be satisfactory for distribution by 1 April. The Traffic Department has been preparing the delay report for the past 18 months.

2. GTD has improved but we continue to have the problem of Saigon traffic congestion and curfew restrictions. We had reservations about hiring female drivers but some of them have proven to be better than their male counterparts. The GTD drivers are now required to attend driver education classes for two weeks. Mr. Kohler, Supr./Trng set up this course and 15 drivers have attended so far.

We will go into a 3 shift operation for clerks and OD's this month. The only problem with this is an overlap of 3 hours in the afternoons. Again, curfew restrictions do not allow us to schedule personnel as we would like. The Emergency Equipment room is functioning orderly. Two locals have replaced the slots previously held by TCN's.

SCM/SCN should be relieved of his duties as A/SZ-DNG the end of March. He will then take 3 months home leave. The OM shortage remains the same.

	Jan	Feb
3. Statistics: Passengers carried VN	45,070	33,150
Aircraft arrivals SCN	1,079	895
" departures SCN	1,080	921
Cargo carried VN	5,198,778	3,998,173

- 3(a) Flight time report (See attachment A)
- 3(b) Accidents & Incidents (See attachment B)
- 3(c) Flight time information (See attachment C)
- 3(d) Flight Frequency (See attachment D)

4. Communications - All pertinent information including equipment specifications and data concerning our request to locate the Motorola UHF/VHF remote systems within military facilities was forwarded to Hqs Seventh Air Force for their consideration and recommendations. They in turn forwarded same to Hqs Pac GEEIA Rgn with the recommendation that installation authorization be granted. Thus far, there has been no reply from Pac GEEIA Rgn and we are still awaiting CINCPAC's decision.

5. An AR was prepared for EM to procure a lease-maintenance agreement with Motorola for walkie-talkies to be employed on a ramp control network. In regard to this agreement, Embassy customer wrote to 7th AF Judge Advocate's office seeking that office's ruling to allow Air America to enter directly into such an agreement. Copies of the 4395 contract was forwarded along with similar documents obtained from SZ-CLK in which the SJA, Clark AB, stated that Air America constituted an agency of the U.S. Government when entering a similar contract. We hope to have the decision soon.

6. Post and Telecommunications turned down our request for allocation of HF frequencies since the frequencies desired had already been reserved for ITU use for international point-to-point circuits. MACV J6 advised they are holding up RFA for 10115 KHz pending CINCPAC approval of all Air America frequency allocation requests submitted by MCRD.

Crystals for 9818 KHz were installed in the Can Tho and Saigon RSD TR-20 sets and excellent results have been obtained.

A daily pouch schedule has been set up for Can Tho for Company mail. There are two flights daily to that so no problems are anticipated.

7. Arrangements have been made locally whereby Cathay Pacific has agreed to deliver Company mail to Hong Kong aboard their flights. This is a verbal agreement with CX's Saigon Station Manager and no payment is expected. We have asked SCC and MC Hong Kong to make a similar agreement for direct delivery to Saigon. Such arrangements will greatly assist CPRL and MFA in conducting their business.

COMENG has reluctantly been assigned Minister Extraordinary and Plenipotentiary of the company APO mailroom with all due prerequisites.

8. Message traffic

	Jan	Feb
Incoming	8870	6901
Outgoing	12273	9851

VI. TRAFFIC/USAID

1. Statistics

	<u>Cargo (including AF Caribou A/C)</u>	
	Jan	Feb
Outbound (lbs) SGN	1,307,416	1,018,392
Inbound (lbs) SGN	91,821	98,639

2. TRAFFIC/AAM

Results of review of the new operating hours coupled with new curfew restrictions has again necessitated a change in schedule operating hours for March to 0630-2030 daily. Personal review of the 2100 hour closing indicated that little or no work was performed after 2030, the government has imposed some 2000 and some 2200 hour curfew restrictions and AAM GTD has rearranged the bus schedule, thereby necessitating the operating hour change.

3. A review of the thermos loss situation revealed that not placing them on the small aircraft did not adversely affect the operation. Consequently the firm policy has been enforced with approval of MFD and FM to issue only to aircraft having an AFD/AFS or FM assigned, VIP and International flights and the Danang and Nhatrang circuit flights. An appreciable decrease in losses has been noted.

A review of lost and found baggage procedures indicated need for improvement. Therefore a comprehensive procedure has been formalized and will be sent out to other stations for guidance.

4. During ADTD's visit he suggested a change in our procedure for returning tie down equipment for repair. We immediately put his idea in force and will now turn the straps in to Supply thru QC and request immediate re-issue,

leaving the repair and shipment procedures up to Supply.

A CWR was initiated to review the hot water system and instructions given to either repair or give a detailed account as to why repairs cannot be effected.

5. With one PTT line and one Company telephone extension servicing the SRTM, TM, Terminal and Cargo sections it was necessary to request a buzzer system be installed to preclude delayed communication. This has not been completed as of this writing.

6. Due to lack of classroom space and the TET holidays the English class has been temporarily discontinued.

7. Difficulty has been noted in shipment of damaged aircraft on board the B727 aircraft. A separate letter is being prepared by the SRTM in this regard.

8. Time Card problems again arose, and it has been necessary to have the cards checked in and out with the supervisor to preclude falsification of records by various individual. This is only a stop gap measure until the new time clocks arrive.

Additional workload has been placed on the terminal agents to insure VN-13D approvals have been received on all travel of company personnel on board USAID sponsored aircraft. This is a new requirement imposed by CORDS and agreed to by Air America Station personnel

9. Statistics

	Jan	Feb
Passenger departures SCN (All contr.)	5,534	4,805
" arrivals SCN " "	6,439	5,432
Outbound cargo	70,566	77,322
Inbound cargo	157,537	90,279

VII. GROUND TRANSPORTATION

See attachment "E".

VIII. HOSTEL OCCUPANCY

1. During Feb. 1969, only 64 beds were occupied for a percentage of 45.6%. This low percentage is due to Tet holidays and very few visitors during last 15 days of the month. Non-availability slips issued: 7

IX. PERSONNEL

See attachment "F"

X. MEDICAL

1. Number of sick call: 1454

Accident: 40 minor, and only one of them was considered to be a little more serious.

1(a) [REDACTED] - RGMD Welder - Employee was on his way to work, before reaching the Main Gate of AAM one man on a scooter overpass him hitting the rear end of his motor. He fell on the ground causing laceration of the right foot. He was treated in Base Clinic and 4 days sick leave was granted.

3. Ground Safety Inspection. The quarterly inspection was accomplished 13-22 February by MGS TNN. General impressions were that there has been improvement in reducing equipment and facility hazards, and the supervisors are definitely aware of the need for a tighter approach to ground safety. Lack of needed safety equipment and supplies affects the safety program, however, the supervisors have shown ingenuity in improving material and facilities available. Emphasis will now be placed on correcting the safety hazards which were picked up as repeat items.

4. Coordinating Meetings - On 11 Feb., the BM, ARM, MFD MSAFE SCN and DSAFE TPE attended a briefing on U.S. Army Aviation in Vietnam at the request of Major General Robert R. Williams, USARV Aviation Officer. Mutual problems in operations and flight safety were discussed. Pilot fatigue is a definite problem in USARV, however operational requirements take priority. USARV has limited Army Aviators to 140 flying hours in any 30 consecutive day period.

On 26 Feb., MFD and MSAFE SCN attended a meeting of the Joint Air Operations Group. The composition and purpose of this group has been discussed in previous reports. Frankly, Air America does not enjoy a good image with the military. AAM was grouped with VN civilians entering runway, and Air Vietnam flights as hazards over which the military is cognizant but has no effective control. As stated before, the great majority of traffic conflicts are due to lack of UHF and FM radios in AAM aircraft. The conflicts will be largely eliminated by installation of these vital radios.

XII. TECHNICAL SERVICES

1. February was a very low month for flying times. Several factors are involved (1) The short, 28 day month (2) The 4 day Tet holidays (3) The Viet Cong starting their new military offensive in the last week (4) The City curfew restrictions (5) Airport Security reducing our graveyard work shift by 30%, affecting production schedules.

The Can Tho RMD Project is continuing to improve in capability and performance. We finally received our new radio HF crystals from Conus, with very prompt action/support from DED-TNN. RMD now has a maintenance radio set up that gives RMD Can-Tho direct contact with RMD Maintenance Control Office Saigon. The TR-35 HF sets are on long term loan from the Customer. The improved communications has enable prompt support to Can-Tho and reduce down times of the aircraft based there.

2. Concentrated efforts are being made to reduce the employees' accumulated CTO, on the books. We have held down the scheduling of overtime and positive results reflect it. The Viet Cong dropped a few rockets into Saigon and the curfew changes and greater restrictions on the airfield cut into our production and forced us to schedule overtime, particularly on the graveyard shift.

3. The West Ramp repaving project is moving at a steady pace, but it now appears the contractor will not make the completion deadline of 1 April 1969. A more realistic date is probably 1-15 May 1969.

4. PEMD has taken over the daily/periodic maintenance of all powered ground equipment and reliability is expected to improve considerably.

5. PMD has been assigned more plant daily maintenance responsibilities, such as trash disposal formerly handled by RMD. In addition PMD has arranged a custodial service crew that will take care of the office cleaning to include polishing of floors.

6. Statistics:

Company Services

	Jan	Feb
Transit	381	346
Overnight	798	636
No. 1 Service	27	27
No. 2 "	27	25
No. 3 "	7	5
No. 4 "	5	0
Engine change	22	16

Line Items

	Jan	Feb
Requisitions	3267	4225
Receipts	2180	2843
Store Issues	6342	5556
Stock Credits	485	264
Posted to cards	17226	17689

IV. FLYING (Continued of page 2)

18. For the 204Bs, February turned out to be disastrous to say the least. Between the customers' cut back, the Tet holiday and the temporary breakdown in liaison with TNN maintenance on major over haul parts, the program will end up with 950 hours of flying. This is down about 300 hours from last month.

19. The monthly pilots' meeting was held on the 14th with 16 attending. The rest were briefed throughout the month. MFD sat in on the meeting. He also made some comments about the professional attitude of the pilots.

20. Four route checks were given this month. The AMFSD/RW did not make his regular trip to Saigon. The program was not hurt too bad, due to fact that we were ahead on proficiency checks. The two First Officers up for initial Captain checks will be held up till next month.

21. The manning level for the 204B program is down to 33 pilots with one more pilot resigning effective 10 March 1969, with the loss of flying time and pilots, the situation has equalled itself out. In fact, the pilot flying time is down. This month the average pilot time will be about 60 hours a month.

22. During the month it was discovered locally that TNN, in the process of over hauling major components, was putting parts back into major components that were out of time and should have been thrown away. The components were in the control systems of the helicopter. Immediate grounding orders went out to all aircraft affected; then the long process of getting the 7 aircraft flying again. It took 4 days plus 8 hours of C46 Non-Revenue time

and countless hours of lost revenue time on the grounded helicopters.

23. The overall morale in the program is very good despite the lack of flying. For the most part, everybody is very optimistic about the months ahead.

ORIGINAL SIGNED BY

M. HULSE

M. Hulse

SAIGON BASE FLIGHT TIME REPORT

FEBRUARY 1969

1. Contract VN-41

A/C No.

Revenue		Non Revenue	
Flight Time	Block Time	Flight Time	Block Time
N67984	57:01		
B910	40:16		
B926	91:57	2:00	2:30
B928	69:05		
B138	40:47	3:38	5:49
B146	71:43		
B154	12:02	1:24	2:01
N67985	74:56	10:26	11:40
B829	139:17		
5559	113:30		
5994	5:04		
6083	2:46		
6147	104:04		
8084	90:24		
B817	125:18		
N539Y	86:31	0:42	1:08
N544Y	17:23	2:55	3:55
N6154U	84:28	7:21	8:56
N9518Z	49:33	0:25	0:55
N9956Z	46:30	2:33	3:17
N7770B	30:40	2:02	2:46
N7695C	2:14	2:35	4:05
N3728G	57:05		
N9664C	21:46	5:11	6:01
N9577Z	30:07	3:42	5:20
N9671C	0:32	3:00	3:34
N9838Z	13:50	10:21	12:12
N137L	15:15	7:59	10:30
N21412	42:28	2:06	4:02
N6622C	40:47	1:56	6:30
N51259	119:31		
N5269V	62:49		
N77Y	70:00	1:53	3:17
N7950C	61:25	0:43	1:13
N9521Z	65:37	1:45	3:12
N9573Z	99:12	4:45	5:30
N4933C	31:27		
N5254V	10:40	2:50	3:12
N9073Z	33:42	1:27	1:48
N9855Z	43:31	2:50	3:27
N9592Z	33:01		
N9871Z	16:21		
N9898Z	12:11		
N152L	2:12	2:18	3:12
N153L	115:14	5:28	7:11

N184L	70:40	84:36		
N185K	2:31	2:53		
N192X	60:06	73:04		
N194X	42:08	51:33		
N198X	59:28	66:46	2:05	3:14
N12450	19:12	21:08		
N285L	96:01	106:09	0:29	1:00
N358F	121:24	143:48	0:25	0:36
N393R	10:01	11:13		
N394R	98:54	115:37	0:33	1:14
N748N	7:22	8:04		
N9444	109:03	125:16	0:53	1:23
N1303X	176:15	176:15	1:00	1:00
N1304X	180:20	180:20	3:00	3:00
N1305X	105:21	105:21	4:15	4:15
N1306X	116:54	116:54	3:00	3:00
N1307X	130:53	130:53	8:15	8:15
N8513F	3:00	3:00		
N8514F	5:48	5:48		
N8535F	24:46	24:46		
B839	91:42	109:54	1:40	2:14
B865	48:20	56:14		
B867	97:28	110:52		
B869	80:27	86:20		
B875	94:24	107:58		
XWPBS	13:34	16:28		
B849	68:45	78:59	3:56	4:38
B857	41:24	48:25	0:49	1:12
XWPBT	42:52	49:16		

Sub-total	4373:15	5023:20	124:35	162:14
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2. Contract 4395

N544Y	20:47	27:14		
N6622C	2:16	3:09		
N3674G	70:48	85:19	1:43	2:30
N7695C	29:54	46:46		
N91295	67:01	82:00		
N7770B	7:17	8:51		
N9664C	10:26	12:02		
N12450	43:21	47:17		
N152L	47:50	53:52		
N153L	4:41	6:01		
N184L	36:14	43:47	3:54	5:02
N185K	88:34	106:24	4:56	5:44
N192X	64:47	71:44		
N194X	55:17	68:11	1:05	1:47
N198X	23:54	27:00		
N358F	0:52	1:12		
N394R	68:27	75:32	0:16	0:20
	7:12	9:46		

N748N	37:54	43:00	8:22	10:05
N9444	4:25	5:20		
N1304X	1:53	1:53		
N1305X	5:42	5:42		
N1306X	5:15	5:15		
N8512F	32:52	32:52	2:35	2:35
M8513F	91:58	91:58	2:15	2:15
N8514F	42:54	42:54	5:32	5:32
N8535F	38:57	38:57	1:00	1:00
B839	1:13	1:41		
B867	16:38	20:23		
B875	4:28	5:30		
XWPBS	30:56	37:12	2:44	3:24
XWPBT	21:31	27:25	0:17	0:22
B849	3:22	4:10		
B857	52:21	58:25		

Sub-total	1041:59	1198:44	34:39	40:36
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Contract 0005

N6622C	16:03	20:34		
N77Y	2:16	2:48		
N137L	2:03	2:41		
N5254V	1:15	1:40		
N9073Z	2:16	2:52		
N9871Z	2:48	3:32		
N9898Z	3:37	4:02		
N1305X	0:53	0:53		
N1306X	1:15	1:15		
N1307X	0:47	0:47		
B865	0:52	1:11		
XWPBT	1:47	2:27		

Sub-total	35:52	44:42		
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Total Revenue Flight Time	5451 + 06
Total Non-Revenue Flight Time	159 + 14
Total Revenue Block Time	6266 + 46
Total Non-Revenue Block Time	202 + 50
GRAND TOTAL FLIGHT TIME	5610 + 20
GRAND TOTAL BLOCK TIME	6469 + 36

Flight Time by type of Aircraft:

Type of A/C	Revenue		Non-Revenue	
	Flight Time	Block Time	Flight Time	Block Time
C-46	457 + 47	570 + 26	17 + 28	22 + 00
C-47	580 + 23	698 + 51	0 + 42	1 + 08
DHC-4	124 + 41	152 + 20	10 + 16	12 + 51
VTB	522 + 11	638 + 29	39 + 31	51 + 10
10-2 (Beech)	599 + 42	687 + 03	13 + 08	23 + 44
C-45	190 + 49	228 + 46	9 + 25	11 + 39
PC-6	1297 + 46	1502 + 18	28 + 26	37 + 36
204-B	965 + 43	965 + 43	30 + 52	30 + 52
H395	712 + 04	822 + 50	9 + 26	11 + 50
TOTAL	5157	6266 + 46	159 + 14	202 + 50

FLIGHT INFORMATION CENTER

SAIGON

MONTHLY ACTIVITY REPORT

1-28 FEBRUARY 1969

PART I

AIRCRAFT INCIDENTS

Date	A/C No, Type & Contract	Place	Description
1 Feb	N1306X	CR 0963	Pilot was flying low down the coast due to weather when he took one round in the heater compartment, door, passing through the transmission deck, puncturing a hydraulic line and exiting through a rotor blade.
2 Feb	N9664C	V-01	Pilot was turning base for 25R when he observed 2 tracers off his right wing. No hits.
10 Feb	5559	V-23	PIC was climbing out from V-23 when they took one hit in the right prop dome. They had to shut down the right engine and returned and landed.
13 Feb	8084	V-23	Plane was turning on right base for lndg on rnwy 10 when PIC heard small arms fire directed at his aircraft. He added and continued his approach for a landing.
13 Feb	N539Y	V-68	Plane was climbing out from the strip when approximately one mile out it came under fire, sustaining two hits in the tail section.
20 Feb	N51259	V-40	Plane was on final for runway 29 when a rifle shot was heard, and the round was heard passing close aboard the aircraft. No hits.
22 Feb	N1305X	XS 9326	Aircraft was enroute to V-184 at an altitude of 1200' when three small arms rounds were heard passing nearby. PIC climbed into the overcast and continued on course. No hits.

22 Feb	:	N1305X	:	XS 9225	:	Six rounds were heard and observed
	:		:		:	being fired from this position. No
	:		:		:	damage. Aircraft had a different
	:		:		:	PIC from the incident above.
27 Feb	:	XL-PBT	:	V-236	:	Shortly after take off from the field
	:		:		:	PIC heard small arms fire directed
	:		:		:	toward the aircraft. No hits.
28 Feb	:	9592Z	:	WR 3585	:	While flying from V-167 to V-225 at
	:		:		:	700' due to low weather conditions,
	:		:		:	plane came under fire at this position.
	:		:		:	PIC climbed into the overcast and
	:		:		:	departed the area. No hits.

PART II SITUATION SUMMARY

The enemy launched their spring offensive in the early morning hours of 23 February instead of before TET as mentioned in last month's report. The attacks by fire on military units and civilian populated areas have been too numerous to count. During the reporting period, Saigon was hit by a number of rounds of rocket and mortar fire on several occasions, resulting in a number of dead and wounded. Hundreds have been made homeless. VC penetrated both Saigon and Danang. The small unit which entered Saigon distributed propaganda in the Cholon area. The enemy entering Danang were driven from the city by allied troops. Their actions restricted our activities at Danang because of a 24 hour curfew imposed on the area. Bien Hoa was the scene of one of the heaviest ground attacks so far in the offensive. The attacks on the Base there caused an increased alert status here, which delayed many employees on their way to work. Terrorists activities greatly increased in Saigon, as well as other cities, immediately prior to, and since the start of the new offensive. The enemy has brought a number of AA gun were reported in operation within four kilometers of the field. One was captured and another destroyed. Another 37 MM gun was reported three miles south of the field at Quang Ngai (V-23). A number of smaller AA gun positions were reported, mostly in Region III. In one of the largest caches found in Region III northwest of Saigon, the enemy had stored 250 122MM rockets with oversized war heads. Many AA machine guns were also in the cache. A thirty truck enemy convoy was sighted just 15 miles from the Bien Hoa Airbase. The number of truck and vehicle sightings have been increasing monthly.

The enemy has committed only a small part of his available troops and resources so far. There are indications that the ground attacks on Long Binh, Bien Hoa and other installations have been probing actions and the major assault is yet to come and will probably be sometime in the next 30 to 45 days.

ATTACHMENT "B"

FLIGHT TIME INFORMATION

TRACT	FLIGHT TIME	BLOCK TIME	HAZARDOUS PERCENTAGE OF HAZARDOUS TIME		LEGS	PASSENGERS	CARBO	FLT TIME	BLK TIME
			TIME	TO FLT TIME TO BLK TIME					
41	4,373+15	5065+14	3492+19	79.86%	8910	26.039	2,599,450	124+35	162+14
95	1,038+36	1,197+08	846+55	81.53%	2403	4800	215,243	34+39	40+36
005	35+52	44+42	25+51	71.82%	49	118	710 -	-	-
<hr/>									
SUB TOTAL	5,447+43	6,307+04	4365+05	80.13%	11,362	30.957	2,815,403	159+14	205+50
CAL	254+02	242+38	117+37	46.21%	263	2193	1,182,770		
<hr/>									
GRAND TOTAL	5,701+45	6,652+42	4482+42	78.62%	11,625	33.150	3,998,173		

ATTACHMENT "C"

SAIGON BASE FLIGHT FREQUENCY

FEBRUARY 1969

	C-46		C-47		DHC-4		BEECH		PORTER		204-B		VTB		HELIO		TOTAL	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
CONTRACT	60	61	139	139	23	24	168	167	206	185	104	99	146	146	75	74	921	895
EMPTY	1								1		-	-	2				1	3
RAINING	4	4			1	1	4	4	6	6	5	5	8	8	2	2	30	30
MAINTENANCE					3	3	1	1	1	1	2	2	4	5			11	12
TEST							20	20	10	10	11	11	9	9	5	5	55	52
OTHERS (NON-RSV.)																		
TOTAL	65	65	139	139	27	28	193	192	223	203	122	117	167	170	82	81	1018	995

ATTACHMENT "D"

GROUND TRANSPORTATION

February 1969

During the month of Feb. 69, 11 Microbuses were in commission daily.
Following are the GTD statistics for Feb. 1969.

11 Microbuses on station and in daily operation

AGGREGATE MICROBUSES MILEAGE

X-4033	2710 km
X-4034	2619 km
X-4035	3922 km
X-1140	1840 km
X-1141	2653 km
X-1142	2214 km
X-0417	2787 km
X-0418	765 km
X-0419	3203 km
X-0420	2130 km
EC-0003	1503 km

26646 km = Approx. 16653 miles

TOTAL MICROBUSES DOWN-TIME

284 hrs

TOTAL MICROBUSES PAX CARRIED:

5908 PAX

ISUZU BUS MILEAGE

X-01057	1689 km
X-01058	2544 km
X-04329	2659 km

6892 km = Approx. 4397 miles

TOTAL ISUZU BUS DOWN-TIME

82 hrs

ISUZU BUS PAX CARRIED:

Cholon route	8858
Saigon route	5209
	<u>14067</u> PAX

SUPPLY VEHICLES MILEAGE

EB-8176	1735 km
EB-1780	785 km
EC-7953	187 km

2707 km = Approx. 1691 miles

SUPPLY VEHICLES DOWN-TIME:

64½ hrs

2 HONDA 50-cc REPLACE LAMBRETTA IN DELIVERING SCHEDULES

TX-0014 (P/T No. 35-25018)
TX-0013 (P/T No. 35-25019)

HONDA DOWN-TIME:

14 hrs.

GRAND TOTAL PAX CARRIED: 19975 PAX

ATTACHMENT "E"